

# Hongkong Daily Press.

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**FOR 1909.**

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[29]

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## BIRTH.

On the 11th inst., at Batavia, the wife of E. M. JANTON, of a daughter.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, NOVEMBER 23rd 1909.

The recently announced decision of the United States Government to make Pearl Harbour (Honolulu) their chief naval base in the Pacific rather than Manila, has naturally created a good deal of discussion in the Philippines, and especially, we gather, in circles other than American.

Grave dissatisfaction is expressed by the Spanish paper *Libertad*, a daily newspaper published in the interests of the religious orders of the Philippines. In the opinion of the *Libertad*, the decision of the United States Government in this matter is only to be explained by the suggestion that in the event of war with Japan, the Philippine Islands will be abandoned by the United States. That the present financial embarrassments of Japan will impede her from "having it out with an opulent nation like America" is ridiculed by the *Libertad*, who reminds its readers that in 1850 Prussia was the most miserable country in Europe. "Her territory comprised a strip from the Niemen to the Wesser on the Baltic, composed of dunes, marshes and forests of stunted firs, and a few forests on the banks of the Rhine and in northern Germany." But the Prussians had, a precise, clear ideal, and to realise it they conquered Denmark, Austria and France, opulent nations, especially the last, whose

budget in 1870 was six times as large as that of the Prussians." France, moreover, the *Libertad* reminds its readers, was at that time the first nation of the world in power, in wealth, in diplomatic and political worldly influence; her fleet was second only to the British, yet she was conquered and subdued by the Prussians, and Germany has risen from poverty to wealth, from small to great with no other patrimony than poverty placed at the service of talent. Our Spanish contemporary goes on to declare that Japan is pursuing similar ideals with extraordinary sagacity in the selection of means and with relentless tenacity in executing them. "She conquered China, humiliated Russia and probably will overcome everyone who crosses her path, opposing the realisation of her ideal." All this is very interesting reading, but the calm observer will perceive that the arguments go far to allay the fears they are meant to excite. For if the conquest of the Philippines forms any part of Japan's ideal, the arguments of the *Libertad* go to show that Japan could have driven out the Americans long ago and would not have waited until the Americans had so firmly established their hold upon the islands. The inhabitants of the Philippines can rest fully assured that the decision of the United States Government to make Pearl Harbour in the Hawaiian Islands its chief naval base was not dictated by any thought of allowing the Philippine Islands to be annexed to the Japanese Empire. It is not to be supposed that because Manila is not made the chief naval base, that the United States Navy Department is indifferent to the defence of the Philippines. Corregidor, which commands the entrance to Manila Bay, is at the present time being strongly fortified in a manner which is designed to render it impossible for any hostile ship to enter. One of our American contemporaries ventures to say, indeed, that no other salt water seaport in the world will be more easily defended than Manila behind the impregnable works at Corregidor. Be this as it may, there does not seem to be the slightest warrant for regarding the acquisition of the Philippines as a fixed object of Japanese policy, and the fears expressed in the Philippines, if they may be taken as representing to any extent the views of the native population, are interesting only as evidence of the preference shown for the United States as the sovereign power in the Islands.

After a long immunity a Chinese case of plague is reported in the Colony.

Mr. Mrs. and Miss Humphreys and Mr. E. J. Chipman are booked to leave London by the P. and O. on December 4th for Hongkong.

Three cases of enteric fever (all British) were reported in the Colony last week. One was an imported case. None were fatal.

A Marine Court of Inquiry into the circumstances connected with the stranding of the British s.s. *Tak Hing*, will be held to-morrow at 10.30.

Mr. Jones, chief boarding officer in the Harbour Department, who has been on twelve months' leave of absence in the Homeland, returned by the *Palawan*.

Staff Sergeant-Major B. B. Williams, A.S.C., is appointed to act as Garrison Sergeant-Major, Hongkong, with additional pay, with effect from the 17th inst.

Commodore Lyon and the officers of H. M. Fleet and Dockyard will be "At Home" to their friends on the Cricket Club ground this afternoon.

As the s.s. *Kinsan* was entering the harbour on Saturday night she ran down a rice junk in the southern fairway. The crew of the junk were rescued by sampans in the vicinity of the collision.

Mr. Geo. E. Lorrigo, who for a number of years was general secretary of the Y.M.C.A. at Topeka, is shortly due in Hongkong, where he has been appointed as one of the secretaries of the Association. He is making a short stay at Shanghai.

General Sir J. French, G.C.B., K.C.M.G., etc., Brigadier-General D. Henderson, C.B., D.S.O., and Lieutenant the Hon. M. V. B. Brett are passengers to Hongkong by the P. & O. s.s. *Mooltan*, from Marseilles, Nov. 26, trans-shipping at Colombo to the *Manila*.

Seven Chinese who were arrested at Hunghom on Sunday were charged before Mr. E. R. Hallifax at the Magistracy yesterday with gambling. Three of the defendants, who were proved to be the keepers of the game, were fined \$25 each, and the remainder of the players were each fined fifty cents.

Gunner Cook, R.G.A., was found drowned in Hunghom Bay yesterday morning. The body was interred in the Military part of the cemetery in the afternoon, and was accompanied to the grave, with full military honours, by the Officers and men of 88 Coy. R.G.A., and the band of the 2nd East Kent Regiment.

The marriage arranged between Mr. F. E. G. Piggott, Royal Engineers, elder son of Sir Francis Piggott, Chief Justice of Hongkong, and of Little Woolpits, Ewhurst, Surrey, and Junia, daughter of Mr. W. James Smith, of Gibraltar and Villa Vieja Algeiras, will take place at the Cathedral, Gibraltar, on December 11th.

The return of visitors to the City Hall Library and Museum for the week ending the 21st November, 1909, shows that of non-Chinese there were 479 to the Library and 239 to the Museum, and of Chinese 267 to the former and 2584 to the latter. The Library was, therefore, used by 746 persons and the Museum by 2,823.

A special Service for Seafarers (on the lines of that held annually in St. Paul's Cathedral on Trafalgar Day) will be held in St. John's Cathedral on Thursday, December 2nd, at 9 p.m. The preacher will be the Lord Bishop of Victoria. Members of the Mercantile Marine and all interested in their welfare are specially invited to be present.

The Chinese Government, a native paper says, decided that decapitation is a barbarous way of depriving criminals of life; the example of foreign nations is going to be followed hereafter in all cases in which the death sentence has been passed. Rooms for electrocution will be provided for every provincial Judge, so that this new and humane method may be introduced.

A Manila contemporary reports, in connection with the election in the Philippines, that the Nationalists have won the election this year throughout the Archipelago, and have virtually snowed under the Progressista Party. The Nationalists have gained four governors over the number they had last year, and are aware of sixty-five delegates as compared with about fifteen of the Progressista Party.

Sergeant Wilson charged a native before Mr. E. R. Hallifax at the Magistracy yesterday with attempting to steal a watch from Mr. Fisher, of Canton, on the s.s. *Kueng Tung*. While the complainant was asleep in his cabin the defendant entered and attempted to remove his watch from his waistcoat pocket. The sleeper awakened in time to catch the thief red-handed, and gave him in charge. His Worship sentenced the accused to two months' imprisonment with hard labour.

The tea trade of Hankow presents some interesting statistics for the year, according to reports. Recently we have seen all sorts of edicts and orders issued from Peking urging tea merchants to do their best. If the returns furnished really represent their best, well, we cannot say much for it. According to the return 29, 81 chests were exported for native use, 11,670 chests of black tea for foreign use, 127,301 chests of Ping Sney tea for foreign use. Remaining unsold and in stock 48,301 chests.

The marriage of Capt. George B. Res, a very popular member of the Shanghai Licensed Pilots' Association, to Miss Katherine Louisa Inoh, the daughter of Mr. G. T. Inoh, of Liverpool, was solemnised at Holy Trinity Cathedral last week in the presence of a large number of friends and well-wishers. Another Shanghai marriage last week was that of Mr. Carven Barrett, of Messrs. Butterfield and Swire, to Miss Daisy Clough, daughter of Mrs. Clough, of Shanghai, solemnised at the Union Church.

The Chinese Minister to the United States, H. E. Chang Tsin-tang, left Shanghai by the P. M. s.s. *Angolia* last week. The previous night he was accorded a farewell banquet at the Palace Hotel by Chinese and foreign friends, being members either of the International Institute or of the American Association of China. The latest news of H. E. Wu Ting-fang, the retiring Minister, is that he arrived at Cuba on the 8th inst. and presented his credentials to the Cuban President on the 10th.

The Prince Regent, it is stated, proposes to send a Commissioner to Great Britain specially to confer with the British Government on the curtailment of the importation of opium into China. The Commissioner will be charged also with the task of studying the conditions in the opium-producing countries. It is stated that Prince Kang, the Chief Anti-Opium Commissioner, has ordered a report to be submitted on poppy plantation in the different provinces to enable him to devise means for its entire suppression.

The erection of new buildings for the Japanese Consulate-General at Shanghai was begun on August 1 and the ceremony of laying the foundation stone was performed last week by Mr. Y. Matsuno, Acting Consul-General for Japan. A scheme to erect new buildings was formulated some eight or nine years ago, but it was decided not to go on with the work at that time. The Japanese Government this year voted Y. 200,000 for the expenses of erecting the required buildings and furnishing the same on the old site of the Consulate-General.

Lieutenant Ralph Collins, who has been appointed first officer of the *Kent*, has been 18 years in the service, and has held his present rank for the past ten years; Lieut. J. C. Davis, the navigating officer, has served in the navy for nearly 11 years and was specially promoted Lieutenant for his services in North China during the war, when he was midshipman in the expedition to the relief of Peking and the operations round Tientsin (mentioned in despatches, medal with clasp). Lieutenant J. B. Murray, the new navigating officer, has an experience of 15 years in the Navy, and has held his present rank for six years. He is qualified to navigate a first-class battleship cruiser. Engineer Commander E. J. Campbell is an experienced officer with a varied service, and his engine-room staff includes Engineer, Lieutenants A. E. J. Murray, H. G. Moon, and B. C. Bowler.

A naval funeral took place at the Happy Valley yesterday when Stoker Newton, of B.M.S. *Monmouth*, who died in hospital on Sunday morning, was interred with full Naval honours.

That the life of the pearl diver is a hazardous one is clearly shown by the following extract from the *Mindanao Herald*. Speaking of the loss of divers in Mindanao waters while in the pursuit of pearls, *The Herald* says:—Three divers of the pearling fleet have lost their lives during the past ten days, all dying of "diver's paralysis." Mr. Langford lost a Japanese diver, Mr. Maddy lost his chief diver, who is a Filipino, and a diver of the Olata fleet was lost. A new bed of shells was recently discovered on the south coast of Basilan, and the divers, who work on a percentage basis, in an effort to "make hay while the sun shines" have made it a practice of remaining too long under water. Three deaths in so short a time, however, have caused the divers to exercise more care, but at best diving is a most hazardous business.

During the three years the fleet has been in these waters more than forty lives have been lost.

At a recent meeting of the Kulangan (Amoy) Municipal Council, when there were present Messrs. W. H. Wallace (chairman), J. S. Fenwick, J. Menarini, W. Wilson, W. Kruse, K. Tsudaurabara, the Health Officer and the Assistant Secretary, the Council's attention was drawn to the fact that several dog owners were complaining of the number of unmuzzled dogs roaming about the island despite the issue of notices prohibiting it, and they considered it hardly fair that they should take precautions with their animals, by keeping them tied up, or muzzling them in conformity with the regulations, when so many dogs were allowed to be at large. In reply to this, the Assistant Secretary stated that the services of Mr. Sullivan, who carried out the work of destroying these dogs, could not be procured often enough to ensure any good result, and suggested that as the majority of the dogs found wandering about unmuzzled belonged to the lower-class Chinese, the contents of the notices might be proclaimed by beat of drum, and after that any dogs found at large unmuzzled should be destroyed by poison, which could be carefully administered by the police. This was approved by the Council.

## SUPREME COURT.

Monday, 22nd November.

## IN CRIMINAL JURISDICTION.

BEFORE THE ACTING CHIEF JUSTICE (HON. MR. REES DAVIES, K.C.).

## THE POLICE MURDER.

The trial of the second prisoner indicted for complicity in the murder of the two Indian police in the New Territory on 20th August was commenced. The Acting Attorney General (Hon. Mr. F. C. Hazeland), instructed by Mr. F. B. L. Bowley, Crown Solicitor, conducted the case for the Crown, and Mr. Eldon Potter, instructed by Mr. Jackson, of Messrs. Johnson, Stokes and Master, defended.

The jury were empanelled as follows: Messrs. A. E. Crapnell (foreman), O. B. Wilks, C. J. Cooke, J. W. Peate, A. M. Marshall, F. Drew, and W. G. Clark.

Mr. Potter asked that the police be requested to bring certain witnesses for the defence who were in the New Territory.

His Lordship consented and instructions were given that the police proceed to the places indicated as soon as possible.

The Attorney-General, in opening, said that the motive of the crime as suggested by the prosecution was robbery, as the police were escorting a collection of Crown rent from An Tau to Taipe. At 7 a.m. on the 20th August Sergt. Moore despatched three days' collection of Crown rent amounting to \$467.75 in sealed bags and placed in an open basket which was carried by a coolie on a bamboo pole. The escort were supplied with revolvers, and the day being hot the police discarded their tunics and carried umbrellas. The coolie, on seeing the escort, dropped his basket, and ran back to the station, where he informed Sergt. Moore of what had occurred. The latter telephoned to the other police stations and search parties were sent out. The Indian Sergeant's death was due to a fractured skull, but the constable's death was caused by a ruptured spleen, which might have been caused by a fall or a blow. How many men were concerned in the attack would remain a mystery, but the Crown suggested that four men, one of whom had been tried and one of whom was the prisoner, were leaders. That quartette were seen, the night before the murder, in the neighbourhood of a certain house talking secretly and were seen to leave the house in the early morning armed with matlocks. Some time later they were together again talking over the details of the crime in the presence of certain witnesses.

Evidence was then called, and the hearing adjourned.

## DISTURBING THE COURT.

At the Supreme Court yesterday morning the Attorney-General expounded some difficulty, when addressing the jury, in making himself heard, and he suggested that the hammering in the Post Office be stopped. His Lordship replied that he would be glad if it could be done, and the Attorney-General added that the police be sent to order the noise to be stopped. After inquiries had been made his Lordship stated that he understood the Post Office were engaged in sealing up boxes and it would only last a few minutes.

## TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

STANDARD OIL TRUST AN  
ILLEGAL CORPORATION.

LONDON, November 22nd.

The Missouri Court has ordered the Standard Oil Trust to be dissolved on the ground that it is an illegal corporation. An appeal against this decision has been lodged.

GERMANY'S INTERESTS IN  
ASIA MINOR.

LONDON, November 22nd.

The German Estimates provide for the establishment of Consulates at Adana and Trebizonde.

A GREAT VOLCANIC  
ERUPTION.

LONDON, November 22nd.

A volcano at Tenerife is erupting from four craters.

The largest lava stream is 1,300 feet wide, and already covers three and a half miles. It has filled and crossed a ravine eighty feet deep. Two villages threatened by the stream have been abandoned.

## THE HIPPODROME CIRCUS.

There was a complete change of programme last evening at the Hippodrome Circus. The programme presented was a long and varied one. Each turn was distinctly clever and was deservedly applauded. An overture by the Hippodrome Band, led by Mr. Lehmann, commenced the performance. Then three ladies on horseback were the first to enter the ring. Mr. Abell next introduced two well-trained white ponies. The comedy juggling act by Le Dial was amusing, and the acrobatic dance by the Elliott Sisters was clever and very graceful. Miss Vergennes does a very artistic wire act, and Miss Lallah Ashley produced good music from some very novel instruments. The first part was brought to a close by a novel staircase act by Dicky and Bella Bell, which was deservedly applauded. Mookerjee, the bar performer, then gave his performance, the artist being in his usual good form. The Mysore troupe appeared in a Bamboo Perch act. Dalbanie was also good on the one wheel. The Carpio Bros. presented another novel act, which is better than their act last week. Walter St. Leon did a daring somersault riding act, absolutely the best seen here. Miss Zella with her statue horse is one of the best performances of the evening. Mr. Jones this week performs with the Royal Bengal tiger. Prof Urban still appears to be a favourite with his wonderful group of wild animals.

## BANDMANN'S COMEDY COMPANY.

"Sixty laughs in sixty minutes" was the attraction which drew many to the theatre last night, when Mr. Frederick Lonsdale's comedy "The Early Worm" was produced by the Bandmann Company. The piece turns on the peccadilloes of two gay men about town, one very much married and the other about to be married. The principal parties play at cross purposes for a time, but eventually after many complications, and numerous funny situations, all ends well. The gay old spark Lord Steyne, who had his troubles with his wife, was well impersonated by Mr. Henry Dallas, and Mr. Douglas Vignar the part of the Duke, while Mr. Nevill the amusing part of the Worm. The audience laughed from beginning to end, and for the piece that it provided many minutes was well found.

## LORD KITCHENER.

Lord Kitchener's carriage, which has been in the hands of the Nizam, Democ, which caused the Tannet, has Maharajah his lordship of his High Asian.

How re-plexion, M. Charman, Speciality, lifetime.

## THE "PALAWAN'S" EXPERIENCES.

The P. and O. steamer *Palawan* was sighted from Gap Rock at 10.45 yesterday morning, three days overdue from Singapore. Her passengers included the Singapore Cricket team, besides a considerable number of wives and prospective wives of Hongkong residents, so that there were many very anxious people in the Colony when the steamer became more than two days overdue. The *Palawan* encountered the full force of the typhoon on the 19th inst., but the ship behaved well and the damage she sustained is trifling, being confined to the bridge and boat decks. It was an unpleasant experience for the passengers, and one which they are not likely to forget.

## THE SAD ACCIDENT IN THE SUEZ CANAL.

With regard to the accident in the Suez Canal which resulted in the death of the little child of Mr. and Mrs. L. G. Bird, and the amah who had charge of her, we learn that it was shortly after breakfast time that the alarm was raised that the child and amah had gone overboard. The ship was then steaming against a strong current from Suez and the child was seen drifting away, the amah drifting behind her. It would appear that the child fell out of the port-hole of one of the lavatories and that the amah went overboard the same way to rescue her.

Quartermaster Watling and a second class passenger, Mr. A. W. Jones, of the Shanghai police force, jumped overboard from the poop deck and swam to the rescue. They got up to the child, who was still alive, and supported her till rescued by the boats, the rescue taking a considerable time. The amah when brought on board was dead, having been drowned, but the child was still alive, the theory being that a blow she had received in falling overboard made her unconscious for the time and prevented her struggling. Everything possible was done to save her life, but she died shortly after from shock and exhaustion. Mr. Jones was the recipient of a congratulatory address on his heroism, and the passengers made both him and the quartermaster, who went over after him, suitable presentations, and signed a recommendation for the Royal Humane Society's medal. The burials took place at sea. The greatest sympathy was shown for Mr. and Mrs. Bird, who were on board, and the affair cast a gloom over the whole ship throughout the voyage.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

20th November.

## THE VICEROY.

It is rumoured among the natives here that the Tartar General has denounced Viceroy Yuen on no less than four counts and has memorialised the Throne concerning the same. The matters are said to be relative to the treatment by the Viceroy of the people in the Eight Banner Settlement. The Manchus in Canton are said to be highly excited over the affair.

## CRIME IN HONAN.

There have been several bad cases of robbery on Honan Island. Two nights ago a gang of well-armed robbers attacked a farmer's house at a place called Sa T'au. They did not receive much booty and so proceeded to loot the farm. They were in the act of driving off some of the farmer's best bulls when the watch appeared on the scene. There was a fight and the robbers were driven away and the booty recovered.

Unfortunately, far worse crimes are recorded from other parts of the island. At a place called Tin Tow the master of the house died and the funeral rites attracted a large number of friends and relations to the place. During the night a scoundrel committed an outrage on a slave girl aged 12. He so frightened the child that she dared not scream for help. The next night he attempted another outrage on a still younger girl. This one, however, screamed loudly and brought people to her assistance. The man was at once handed over to the authorities. According to Chinese law the punishment for such a crime is decapitation.

## SELF-GOVERNMENT.

Under the auspices of the Sun Wui Magistrate a meeting was held to consider the advisability of starting a Self-Government Society in the district. It was agreed that such a society be formed, and delegates have been sent to other districts to find out the best way of working these institutions.

## MARRIAGE COMPLICATIONS.

A queer case is reported from the Manchu Settlement. A certain widow remarried for the third time and...



# INTERPORT CRICKET. HONGKONG V. SHANGHAI.

BRILLIANT STAND BY HONGKONG.

RECORD SCORE.  
After two days' delay beyond the originally fixed time the interport cricket meeting commenced on the Cricket Ground yesterday in ideal weather. Hongkong and Shanghai, as arranged, opened the programme, and the little feeling of uneasiness associated with the non-arrival of the Singapore players was dissipated before the match was started, the word being passed round at eleven o'clock that the Palawan had been sighted off Gap Rock.

Considerable preparation had been made for the tourney. A grand stand had been erected at the lower corner in front of the Law Courts, and another was situated on the Queen's Road side of the ground, while a small marquee in royal purple was placed in front of the Club for the accommodation of H.E. the Governor. In the pavilion itself matting covered the entrance, and inside arrangements were made for catering to the players and supplying their creature comforts.

Before eleven o'clock both teams were on the ground. Turner won the toss and decided that Hongkong should bat first. The Rev. W. H. Maundrell was to have acted as umpire for Hongkong, but he was unable to attend in the morning, and Mr. A. Mackenzie donned the white coat, while Mr. A. R. Lowe umpired on behalf of Shanghai until relieved by Mr. A. R. Sutherland.

Mr. W. D. Jupp was the official scorer. The attendance was small at the start, but by noon the number of spectators had increased, and just before the tiffin interval quite a large crowd had gathered. In the afternoon there was a large attendance and the keenest interest was manifested throughout the match. The feature of the day was the brilliant stand made by Edwards, who justified his selection by compiling well over 100, his score being 119, before he was caught. The successful start by Pearce and Elborough, who between them knocked up 121 before separation, made the Hongkong supporters sanguine of victory, an impression which was strengthened by Turner's contribution of 76 and Edwards' 119. Excitement ran high towards the close when the last couple needed to make 12 to bring the score up to the record established by Hongkong in 1866, on the occasion of the first interport match, when 430 was totalled. Bagnall did the needful and great enthusiasm prevailed when the new record was created. It is interesting to recall that Hongkong almost reached their own record in 1892 when they totalled 429.

Pearce and Elborough were sent to the wicket first. Play commenced with Pearce, who received the fast deliveries of Main, and Hongkong's supporters gave a gasp of dismay when Pearce hit the third ball upwards and was in danger of being caught at square leg. In the second over Pearce secured two individual runs, and forced another couple in the next over. The fourth over saw him cutting Sparkes's bowling to point, and two more runs fell to his credit. Elborough narrowly escaped being caught by the wicket-keeper, as one of Sparkes's deliveries rose off his bat, but fortune was with the batsman. Runs came slowly, and the first boundary, hit by Pearce, brought the score up to 20 after about twenty minutes' play. A few minutes later Wilson replaced Main, who, however, gave seven runs to the batsman, Pearce hitting to the grand stand and securing a four. Elborough gave another opportunity to cover point, who just missed the catch. Immediately afterwards there was an appeal for a catch off Pearce, but the ball came off his leg and not off the bat. By 1.15 a.m. the register stood at 40, and after Pearce had secured another boundary a change of bowler was tried, Anderson taking Sparkes's place. Anderson sent up the leather more slowly, and Elborough drove the second ball to the boundary, bringing the total up to 50. A second four fell to his lot immediately afterwards, this time from one of Wilson's deliveries. Just on the stroke of twelve the Hongkong combination had compiled 60, and Sparks now relieved Wilson. Good fielding prevented many little hits from being productive, but the bowling could not reach the sticks. Another instance of Pearce's good fortune was supplied when he tipped the ball and sent it overhauled, the ball bouncing out of the hands of the wicket-keeper and successfully dropped through the hands of both slips. Exactly when the first hour's play was completed—12.5—the score stood at 80, Pearce's seventh four bringing it up to that figure. Ninety was soon reached, and a quartette by each bat brought the total up to 98, which only needed Elborough's next two to make the century, a performance which was greeted with applause. Play had now continued for one hour and twelve minutes. Batsmen had now to face the faster bowling of Main, Anderson taking a rest, and subsequently Donnelly took the leather from Sparkes. Still the bowlers failed to get at the sticks, but Pearce taking one of Donnelly's deliveries lifted the leather, which was squarely caught by Sparkes. Pearce's stand, which had lasted an hour and a half, was productive of 64, out of which he had eleven boundaries. Elborough, who had made 57 up to this stage, was joined by Captain Garnett. Anderson now took the leather from Main, and his tricky delivery proved somewhat puzzling to the batsmen. He caught Elborough's leg before wicket and the batsman finished a useful stand for 58 at 12.40, the register showing 131 for two wickets. Lieut. Anderson now partnered Captain Garnett, but the military combination was soon dissolved by Donnelly's clean bowling Anderson with a slow ball. The score now stood at 142 for three wickets. Another military man, Captain Baird, came out, but the excellent fielding gave the batsmen no chance to sneak runs, and two overs passed with but a single run being recorded. The lunch interval arrived with the score standing at 160 for three wickets.

The resumption was somewhat sensational. Baird after a hit to the boundary lifted one of Donnelly's deliveries, which was easily caught by Pratt. Turner now took the willow, and marked his entry by obtaining a four off Anderson. Captain Baird punished Anderson's bowling severely, knocking two successive balls to the Queen's Road stand, but he encountered a slow one from Donnelly, which, rising off his bat, was caught by Anderson in the slips, after having made 22. The register now stood at 179 for five wickets. Edwards became associated with Turner and hit out well. The second century was called at 2.30, when Edwards made his second boundary. Sparkes had meanwhile relieved Anderson, but Edwards sent one of the new bowlers' deliveries to the boundary, and repeating the performance a few minutes later caused the telegraph figures to be altered to 220. The feature of the next decade was a magnificent hit to the pavilion by Turner. Sparkes having failed to shift the sticks, Anderson took the ball, but his lower deliveries did not obtain the desired result, Turner hitting freely. Edwards lifted the ball in the direction of the Naval Yard, and increased his total by three, and immediately afterwards he hit out by Turner into the band, but Donnelly with the next ball but one. Three o'clock arrived with the score standing at 270, which meant that 110 runs had been made in an hour. Main now displaced Donnelly and was promptly hit out by Turner into the band, but Donnelly came back in a few minutes. The bowlers were changed frequently, but still the partnership remained intact. At 3.10 the register showed 300, the figures being greeted with applause. Turner narrowly accounted to a shooting ball from Donnelly, but the next gave him an opportunity for a beautiful cut, which went to the boundary. Bowlers were changed again, but Edwards, who was nicely set, got three boundaries in one over, though he narrowly missed being caught with the first. Captain Barrett, who was now bowling, did not seem to meet with any success. He made a good attempt to catch one of Turner's hits, but it was too hot to hold. Edwards sent a ball skywards which long field should have caught but dropped, and Turner sending up an exactly similar ball in the next hit was caught this time by long field. Turner, after a stand of almost an hour and a half, went out with the highest score registered so far. The telegraph now indicated 327 for six wickets. The advent of Oliver was distinguished by Edwards hitting the first six of the innings, sending the ball into the Law Courts, and with the next drive he dropped the leather into the roadway in front of the Naval Office. Another boundary gave him sixteen in three hits, and another drive touched the screen and deprived him of a third six. At 3.45 Edwards had reached his century, and the event was warmly greeted by the spectators. Shortly afterwards he skied again, but the fielder with the sun in his eyes failed to catch. At 3.50 Oliver went out leg before wicket, having made nine, the register showing 338 for seven wickets. Lieut. Green took up the willow, but he was not long in with Edwards, who, on taking one of Anderson's slow deliveries, was caught by the bowler after having made 119, a fine achievement. His score included two sixes and nineteen fours. The register now stood at 399 for eight wickets, the 400th run coming from Green at five minutes past four. A military combination was again set up. Lieut. Bagnall joined Lieut. Green, but it did not last long, as the latter was caught by Donnelly in the slips after having secured 16 runs. The register stood—418 for nine wickets. Bird was the last man to bat, and hopes ran high that Hongkong would reach 430, the highest score made in interport cricket. The batsmen played cautiously and two boundary hits by Bagnall brought the score up to 429. His next hit was a boundary, and the record was broken. Bird did not attempt any runs in the next over but he had a chance to emulate Bagnall's boundary (which hit the board) and sent the ball into the grand stand. This over proved very expensive for the visitors, eighteen runs being recorded, including a six by Bagnall. Hongkong declared their innings closed at 4.20, the score being 455 for nine wickets.

At 4.40 Shaktleton and Hawkins went in to face the bowling of Baird and Garnett, and the spectators were gratified by seeing Baird take Shaktleton's wicket with his fourth ball. Lambie went in, but runs did not come at all freely, and the second over passed without a run. A boundary was secured in the next, and then Bird took the bowling from Garnett. His left-handed deliveries found the batsmen prepared, and another four was registered, making the score at 4.50 stand 10 for one wicket. When another four runs had been made, Oliver took over the bowling from Bird, but time was called without anything further being done. Detailed scores:

HONGKONG.—(1st INNINGS.)			
T. E. Pearce, c Sparkes off Donnelly	64		
A. G. E. Elborough, lb and b Anderson	58		
Capt. Garnett, b G.A., c Pratt, b Donnelly	16		
Lieut. Anderson, b Bagnall, b Donnelly	4		
Capt. Baird, b G.A., c Anderson b Donnelly	22		
W. C. D. Turner, c Wilson, b G.A.	119		
W. H. Edwards, c b Anderson	9		
Lieut. Green, b G.A., c Donnelly, b Anderson	16		
Lieut. Bagnall, b G.A., not out	37		
R. E. O. Bird, not out	2		
Extras	82		
Total for 9 wickets	455		

Bowling Analysis			
	O.	M.	R.
Main	18	1	77
Sparkes	21	2	81
Wilson	7	0	34
Anderson	26	3	143
Donnelly	19	3	72
Barrett	3	0	13

SHANGHAI.—(1st INNINGS.)			
C. F. Shaktleton, b Baird	5		
W. J. Hawkins, not out	5		
P. Lambie, not out	3		
Sparkes, Main, Anderson, Barrett, Lanning, Wilson, Donnelly, and Pratt, to bat	4		
Extras	4		
Total	14		

## VOLUNTEER CAMP AT CUSTOMS PASS.

Our citizen soldiers paraded at Blake Pier for the annual camp on Saturday, 13th inst., under the command of Lieutenant-Colonel Chapman, H.E. The Governor inspected the corps previous to embarking on the Government launch for the Customs jetty. On Sunday morning church service was conducted by Lt. Col. Chapman, after which the Artillery Company had three hours' drill with the 5-inch howitzer and 2.95 mountain guns, while the Infantry Company had musketry practice at the Kowloon City Range, No. 2 Company firing blank cartridge on the howitzer battery. Monday saw the various Companies hard at work at their respective duties. No. 1 and 2 Companies again practicing on the howitzer guns, the Infantry Company in Maxim gun drill, and the Engineer Company at field telephone laying. Tuesday saw the howitzer Companies again at work on their guns under the instruction of Sergt. Carman, to whom the greatest credit is due for the efficiency shown by the Companies he instructed. The Infantry Company had Maxim gun practice at dummy targets, the result of which was very fair. On Wednesday, the 17th inst., the howitzer Companies had gun practice with live shell; altogether 19 rounds were fired and 11 hits were made. Lieutenant Andrews was range commander and Lieutenant Kennett battery commander. The range was 2000 yards, and the utmost credit is due to the gun crews for the smart way in which they worked their guns, the 19 shots being fired in 25 minutes. The Engineer Company co-operated with the gun detachments on the field telephone. The mountain gun Companies also had gun practice on neighbouring hills, and good practice was made. The Infantry Company had a route march of 17 miles over very rough ground, and did good practice with the rifle at Kowloon City range after their march. Thursday was a hard day for all units, all the Companies combining as infantry for a sham fight, co-operating with three Companies of the Buffs. This army was known as the Red army, while the enemy, known as the White army, were composed of other Companies from the Buffs. The scheme was that the Red army invaded the camp of the White army, looted and burned the town from which supplies were available, and this being accomplished the White army were supposed to drive off the invaders, in which they were unsuccessful. The White army drove the Red army to their bases. The work cut out for the Volunteers was to cover the retreat of the Red army's outposts, in which they were successful. It is satisfactory to report that not a single man fell out, although the day was very hot and the country over which operations took place was difficult.

The Artillery Companies were again at practice on Friday, the howitzer Companies making excellent practice at invisible targets at about 3,000 yards' range, having 14 hits out of a possible 18. Number 3 and 4 Company fired their guns from a position on Customs Hill at infantry targets on Waterfall Point. Lieutenant Northcote and Lieutenant Scott were battery commanders. Effective shooting was the result. The Infantry Company carried out Maxim gun drill and had a lecture on outpost duty, and later in the day reconnoitred positions for Maxim guns for the scheme to be carried out on Saturday. The Engineers were doing yeoman service with field telephone work under the care of their Company Sergeant Major.

On Saturday H.E. the Governor, together with Lieutenant-General Broadwood and Staff, visited the Camp, and inspected the men at their work, which was made up as follows:—Number 1 and 2 Company fired 45 rounds of live shell, but the range being an extremely difficult one only 19 hits were made. In the forenoon three Companies cheerfully took off their coats and built a sangar, or breastwork, for the protection of their guns, under the supervision of Lieut. enant Kennett. All units took part in this brigade practice, Companies 3 and 4 making excellent practice with the 2.95 mountain guns, completely wiping out the target. Lieutenants Wolfe and Scott were battery commanders. The Engineer Company assisted the Artillery with the field telephone, signalling and range taking. The Infantry Company at the same time put their Maxim in position and assisted the howitzer and mountain batteries so far as their range allowed them. Major Macdonald controlled the brigade from a commanding position on a neighbouring hill. The practice was most interesting and beneficial, and showed that in the event of the Colony being called upon to defend itself, the Hongkong Volunteers would be able to render good service.

The Camp was struck yesterday morning at 8 o'clock.

## SCHOOLS' FOOTBALL.

The following matches in the Hongkong Schools' Football League were played last week, the results being as under:—

JUNIOR LEAGUE.			
Saiyingpun School	3	Wanchai School	0
Diocesan School	4	St. Joseph's B. O.	0
R. Kadoorie	4	Yauwatt School	0

The League table now stands:—

SENIOR—SCHOOLS' SHIELD.			
SCHOOL	P.	W.	L.
St. Joseph's	2	1	0
Wanchai	1	0	1
Diocesan	1	0	1
Queen's	0	0	1

JUNIOR—GOVERNOR'S CUP.

SCHOOL			
P.	W.	L.	F.
Saiyingpun School	2	2	0
Diocesan School	2	2	0
St. Joseph's A.	1	1	0
Wanchai	2	1	0
R. Kadoorie	2	1	0
Victoria School	1	1	0
Wanchai School	2	0	1
Yauwatt School	0	2	1
Queen's College	1	0	1
St. Joseph's B.	2	0	1

## THE TERRIBLE COLLISION IN RHIO STRAITS.

"LA SEYNE" SUNK.

93 LIVES LOST.

In spite of the intricacies of these Eastern seas, says the *Strait Times*, it is seldom our duty to have to record anything very serious in the way of a shipping disaster involving great loss of life. But to-day we regret to have to announce that in the early hours of Sunday morning there occurred in the Straits of Rhio, at a spot approximately twenty-eight miles from Singapore, a disastrous collision involving the loss of the Messageries Maritimes steamer *La Seyne*, which keeps up a regular fortnightly connection between the outward and homeward French mail steamers calling here and Batavia. The *La Seyne* was run into by, or ran into, the British India Steam Navigation Co.'s steamer *Onida* and sank almost instantaneously, carrying to their death 93 persons out of a total of about 154 souls aboard.

SCENE OF THE DISASTER.  
The Rhio Straits, it should be explained, form the main shipping highway for ships sailing between this port and Java. They are well-lighted, but navigation is difficult owing to the strong sets of the current, and great care has always to be exercised in negotiating the channel, especially when other ships are in the neighbourhood. The *La Seyne* was travelling northwards to Singapore. The *Onida* had sailed from this port on Saturday night and was bound for Tapal, in Java. The two vessels approached each other at a spot where the straits are about two miles wide, near the lighthouse on Palau San. What actually caused the disaster is a matter which will be investigated at a court of enquiry to be held later. It is natural that the officers on both sides should be reticent on this point. They will make their statement at the proper time. But the two ships collided, and the French steamer went to the bottom in less than five minutes, and she now rests on the Palau San side of the channel, with some twenty-five feet of her main mast as the only visible sign of where she lies. She went down by the head, and the survivors were left in the water with only the clothes they happened to be wearing at the moment. The commander of the *La Seyne*, Capt. Conailho, lost his life. He was apparently the last to be seen. There was apparently no time for orders to be given on the French ship, or for boats to be lowered. The vessel went down like a stone, and it is quite evident that the majority of those lost must have been drowned like rats in a trap, a good many of the few who managed to scramble on deck being in little better case, for they must have been imprisoned under the ship's awnings. It is also clear, from what follows, that of those who got clear of the ship, a good many were the victims of the sharks in which these waters abound. All of those rescued were picked up by three boats which were promptly put out by the *Onida*, but it is unhappily clear that if any remained alive who were not picked up at the moment, they must have met their death later on the sharks or from drowning.

So far as we are able to ascertain at the moment of writing, there were few passengers on board whose home is in Singapore. Amongst them is Mr. F. Dreyfus, the agent of Pathé Freres, who was thrown into the water in his pyjamas, and managed to keep afloat until one of the *Onida*'s boats took him out of the water in a very exhausted state. Dreyfus is still feeling the shock and was unable to come down to town to-day. The others who were known in Singapore include Mr. Habib, the diamond merchant of Bangkok, who frequently made business calls here and who, we regret to say, lost his life. Mr. Rodriguez, of Singapore, and his two daughters appear to have suffered the same fate.

A SAILOR'S ACCOUNT.  
Among the European passengers on the *La Seyne*, bound for this port, were six sailors who have been paid off from their vessel, the *Daylight*, at Batavia. Of these D. Driscoll, C. Craig have not been heard of, and there is no doubt that they have been drowned. The other four, E. Bolton, H. Muller, C. Glendinning and P. Bolton, are now at the Sailors' Home. They have lost everything except the clothes on their backs, and are now waiting to be repatriated. Mr. Glendinning was the last to be seen, and he is likely to be more substantially correct than that of a passenger. "Mr. Glendinning says that just after four o'clock on Sunday morning the *La Seyne* was steaming close to the Palau San Light. There had been a heavy thunderstorm, and the weather was hazy, though it was not raining. He and his mates had retired, but Mr. Glendinning, hearing the ship's whistle, went on deck to see what was going on. He found the six men being quartered a little on one side of the bridge. He had not reached the deck, when the *La Seyne* gave a couple more blasts, and almost simultaneously the two ships went into each other with a crash.

WENT DOWN LIKE A STONE.  
The appalling suddenness with which the French ship foundered may be gathered from the fact that Mr. Glendinning says that he at once instinctively rushed to his mates and called for them, and on reaching deck again shouted to the *Onida* people to throw out some lines. But, added Mr. Glendinning with searing plume, there was no time for lines. She just sank in about three minutes from the time she struck. Directly the cold water got to her, the boilers exploded and burst out from the sides, and she went down like a stone. He appeared to be still water all in the water. In a couple of hundred yards or so we got into a rip and began to travel away. There were all kinds of wreckage in the water round me, including rats, one of which jumped on my shoulder. There was a good deal of shouting, but it did not last long. It was as if we were swimming against the tide, it was too strong. I kept in heading for the other steamer, and after I had been in the water some time, I was picked up by the *Onida*.

second engineer. Mr. Glendinning confirms the statement that a good many of the people who were thrown into the water must have been pulled down by sharks. There were many of them about. Just as a Malay seaman was being dragged into the boat which rescued Mr. Glendinning, the shark seized the man's foot; the second engineer beat the brute off with a back-kick and the Malay was saved. Mr. Glendinning believes it was the sharks that got most of those who got free of the ship but were not picked up. There were many dead bodies floating about afterwards, but after the *Onida* had done all the work it was possible for her to do, the survivors were brought on to Singapore.

Mr. Glendinning also bears out the theory that a good many must have been drowned under the awnings. He is certain that a good many of the natives lost their lives through paying too much attention to saving their belongings, but one Chinaman got his box into the water and clung on to it, and fortunately saved both his life and his box.

LOST AND SAVED.  
The list of lost and saved as compiled by the M. M. officials here is probably not complete in every detail, but it is nearly accurate as to the disposition of work which the disaster has involved will allow for the moment. It is as follows:—

LOST.  
European passengers: Mademoiselle Barthly, Baron and Baroness de Beniczky, Madame Saint Ange, Mademoiselle Desir, M. Delacroix and Mr. Habib. Officers and crew: Captain Conailho, Purser Brunson, Dr. Gonet, chief cook Boont, steward Faure, and 33 native crew and between forty and fifty native passengers.

SAVED.  
European passengers: Francis Maxwell, Henry Muller, Percy Bolton, Joseph Saliba, Charles Glendinning, Talsin, F. Dreyfus, Officers and crew: Second captain E. Grundenj, first officer Mago, second officer Fournier, Aloume, chief engineer D. Basul, first engineer Joseph Jacques, second engineer M. Chaloyat, chief steward Joseph Sertaillet, first fromman, Gunner Vincent Ferraro, boatswain Laurent Hugo, and second cook, Charles. Besides these 23 native crew and 14 native passengers were rescued.

MR. A. P. WILDING ON THE DECADE OF ENGLISH TENNIS.

SOME INTERESTING VIEWS.  
The Australian Lawn Tennis Championships are now being played, and Mr. A. P. Wilding, the New Zealand champion, who is competing, has been interviewed at Melbourne. Asked if he could account for the seeming decadence in English lawn tennis at the present time, Mr. Wilding said:—  
"It is hard to explain, but the fact remains that the game in England, so far as the top standard is concerned, is nothing like what it was in the time of the Dohertys, Smith, and Rissley, not to speak of the Baddelays, Pim, Mahony, and others who came before them. So far as the game generally is concerned, it never had more followers nor larger entries at the tournaments, but the class of the best men seems to have fallen off. It is a great pity that the English Association do not do more in the way of sending teams away from England. Surely we have earned a visit to Australia by an English team, and there are many players in the old country who are in a position to make the trip to Australia should they desire. They seem to be slack there now, with the result that there are no young players of great promise coming on."

NOTE COMING ON.  
On the other hand, the Americans have lots of youngsters who will be heard of in the future, while on the Continent there are so many players that before long some of them, and certainly the Germans, headed by Froitzheim and Rabe, will assuredly make a bold bid for the Davis Cup. However, we have the cup in Australia now, and we intend to try very hard to keep it here. The longer we have it the better it will be for the game out here, as it will keep the present players well up to the mark, it will encourage the younger players to increased efforts in order to fit them to play in it some day, and it will be great source of education to see the matches in which the best American and it is to be hoped, so far as the future is concerned, if we keep the cup this time—English players take part."

MR. WILDING'S REPUTATION.  
A young man not yet 26 years of age and the holder at various times of most of the championship titles having in the world, A. P. Wilding is properly looked upon as among the first three players of lawn tennis in the many countries in which this the most cosmopolitan game extant is played.

Notwithstanding his youth he has on two occasions won the doubles championship at Wimbledon, that Mecca of the lawn tennis world, and has played on no fewer than four occasions in the Davis Cup competitions as a representative of Australasia. All remember how the blue ribbon of the game was won by him last November, when, in the most dramatic manner, he defeated Alexander, the fifth, in straight sets, and thus won the fifth, and in deciding rubber. All who saw or read of the match are still thrilled at the thought of the contest and the ordeal through which our visitor and Norman Brooks passed so successfully, and assuredly very many people will take the opportunity next Saturday and during the following week of seeing what it is about the tennis of Wilding that makes him so superior to other players and has brought him to the topmost position in the game.

TRAINING: BROOKS'S WEAK POINT.  
It would be interesting to those players who train for the game to know what Mr. Wilding has to say about it.

"Most of my training is done on the loose punching ball and by skipping. The former is a great favourite of mine, and I travel about with one, for it keeps me in splendid fettle on board ship to have half an hour or so a day at the ball. I neither drink nor smoke, but I do not believe in too rigid a diet while training, for in tennis, above all games, one has to be careful not to overdo the work on one's stomach, and weight and stamina behind him to help him through. If there is one thing to be said about Brooks—and I yield place to none in my vast admiration of him as a player—it is that his physique lacks somewhat. For that he is not responsible, but his play, which carries him out of most difficult situations at times, and his wonderful pluck make him second to no other player. Boas Wright beat him, it is true, in the last Davis Cup competition, but there is no doubt as to which of the two is the better player. Wright beat him because he could stand up longer; that was all. Any other good player who can run Brooks to a five-set match has a chance of beating him, but it would be very different for all if a match were settled by the best of three sets."

REV. F. B. MEYER'S IMPRESSIONS ON HIS TOUR.

It is not improbable that the Rev. F. B. Meyer will accept the pastorate of Regent's Park Chapel.

"There are a great many reasons which strongly incline me to consider the proposal," he told a member of the *Daily News* staff while chatting yesterday morning in his pleasant home near Baker-street about the six months' tour to the Far East from which he has just returned.

"To be called back to public service after one has given up all thought of far work of that kind is, to say the least, of it, an interesting experience in a man's life," he added. "Certainly my travels during the past few years have acted as a new incentive to service. One has felt in a sort of widened condition. One has missed so much the consciousness that one belongs to a church and that a church belongs to oneself. And one has also seen the momentous importance of a London pulpit."

"It is only when you get under the Southern Cross that you realise what London means. The man who does the best work he can for his London pulpit influences the world, but instead of his 'going to the world, the world comes to him."

## ALMOST NO SKIN LEFT ON FACE

And Neck by Chronic Running Eczema—Arms Strapped to Sides Because of Itching—No Help at Hospital—Confined to House and Could Not Work for Four Months—Feared There was No Cure.

## PERFECT RECOVERY IS DUE TO CUTICURA

"I was seized with chronic eczema. The disease broke out on my face and spread to my body, arms and scalp. After attending a hospital it gradually got worse and on my face it turned to running eczema. After a fortnight of hospital treatment, I had hardly any skin left on my face and neck, and it was so itchy that I had to be strapped with my arms to my side at night. It was a rough rush and itchy and sore on my body and arms, but it was running all day long on my face, neck and scalp. I began to think that I should never get well again, but I am now well again and have all my hair on my head, thanks to Cuticura. After the first set, consisting of Cuticura Soap, Cuticura Ointment and Cuticura Pills, I began to find the benefit and after the second set the disease had almost disappeared. I can safely recommend the Cuticura Remedies to all who suffer from eczema in any shape or form. I never had the pleasure of leaving the house for over six weeks and I had to leave my employment and was out of work for over four months. D. Hyde, 389, Stony Stanton Rd., Coventry, England, Dec. 2, 1908."

## Sore Hands and Feet

For red, rough and chapped hands, dry, fissured, itching, burning palms, with painful finger ends and shapeless nails, as well as for tired, itching, aching feet, warm baths with Cuticura Soap and gentle applications of Cuticura Ointment are simply wonderful.

Cuticura Remedies are sold wherever the British Empire is reached. London, 27, Charterhouse St.; Paris, 6, Rue de la Paix; Australia, 27, Townsville St.; Sydney, India, 2, E. C. Road, Calcutta; S. Africa, 14, Cape Town, etc.; U.S.A., Putnam Drug & Chem. Corp., Sole Props., Boston. Get Cuticura from London depot. Liberal sample of Cuticura and 25-page book on skin and scalp.

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As for years, Mr. Meyer says he is "only sixty-two as far as power of mind and body, he has 'still an immense amount of energy left."

Perhaps the consideration which weighs most heavily on Mr. Meyer's mind against his acceptance of the offer from Regent's Park is that he would thus be prevented from saying "Yes" to an invitation from China to undertake a twelve months' visitation in that country. The mission would be one after Mr. Meyer's own heart.

China occupies much of his thought at the present moment. During the three months which he spent there this year he had an opportunity of meeting and sounding the opinion of some 1,500 missionaries, and visited, among other cities, Peking, Hongkong, Canton, Amoy, Shanghai, and Tientsin.

"China's amazing progress struck me as it must strike every traveller," he observed, "and I am deeply informed that the system of elementary schools which have recently inaugurated could easily absorb a million Western teachers at this moment. In a sense our success in the past is the cause of our failure to-day."

"In missionary matters I was most strongly impressed by the tendency towards Christian union. Methodists, Congregationalists, Baptists, Presbyterians, and in some cases members of the Church of England are uniting for common work, such as the organization of training colleges and similar schools. As I trained for one of our English Bishops last week, said to one of our Chinese to learn the spirit of unity. 'I am very keen on our unity,' was a remark made to me by one of the three Church of England Bishops who entertained me out there."

Another point upon which Mr. Meyer likes to dwell is the high character and ability of the native Christians.

"In fact," said he, "the missionaries talk quite openly of the time when they will be banished from China—or, perhaps, to put it more politely, asked to leave—because the churches will have become independent and self-supporting. The Chinese are magnificent organizers, and are able to work the Episcopal and Presbyterian systems with success. At Amoy I addressed a gathering of 1,000 Christians, and so grave, reverent, and intelligent was their demeanour that it was difficult to credit the fact I was not addressing representatives of the churches in this country."

"Outstanding in my memory also is the splendid work done by the Y.M.C.A.—more particularly the American branch. The Y.M.C.A. in America is sending out some of its choicest men to Japan and China, men with a statesmanlike grasp of the situation. The result is that in many of the great cities of China there are native Y.M.C.A.s, headed, organized, and run by the Chinese themselves. Shanghai owns a truly wonderful Y.M.C.A. building largely erected with Chinese money, and teeming with the young manhood of the city."

"And what of the future? What use will China make of her new knowledge?" Mr. Meyer was asked.

"From what I observed and was told, I should think that the Chinaman does not really love the European," was the answer. "He does not now address you as 'foreign devil,' unless it is a good deal of latent animosity which is 'your excellency, foreign devil.' China is seeking all the juice she can get out of Western civilization. Where she has done she may shake us off, and go her own way. 'I feel now I am home again that one of the most important things we have to do is to influence the young Chinese students, who come here in hundreds, by showing them every side of our social and domestic life instead of leaving them to congregate in lodging houses and absorb Western conditions. More hospitably, more cordially towards these young men is urgently needed, so that they may carry back with them to China not an insatiable dislike but a chivalrous loyalty to this great land."











## SHIPPING.

## ARRIVAL.

ARRATOON APCAR, British str., 2231, A. Stewart, 22nd Nov.—Mojl 17th Nov. Coal and General—David Sassoon & Co.  
BERGLAVIA, German str., 4242, Hildebrandt, 22nd Nov.—Shanghai 20th Nov. General—Hamburg-Amerika Linie  
CHANGCHOW, British str., 1203, Rees Lewis, 22nd Nov.—Wuhu 17th Nov. Rice—Butterfield & Swire  
CHIPSING, British str., 22nd Nov.—Canton. FUKU MARU, Japanese str., 3037, Y. Murakami, 21st Nov.—Mojl 16th Nov. Coal—Mitsui Bussan Kaisha  
HONGKONG, French str., 742, A. Cornelissen, 21st Nov.—Haiphong and Hoihow 20th Nov. General—A. R. Marty  
KOREA, American str., 5651, S. Sandberg, 22nd Nov.—San Francisco via Ports 20th Oct. M. S. S. Co. and General—P. M. S. S. Co.  
KUMANO MARU, Japanese str., 3147, M. Winkler, 22nd Nov.—Melbourne 27th October, General—Nippon Yusen Kaisha  
KWAUNG, Chinese str., 22nd Nov.—Canton. KWAUNG, Chinese str., 1536, W. H. Lunt, 21st Nov.—Shanghai 18th November, General—C. M. S. N. Co.  
LOONGSANG, British str., 1093, F. Wheeler, 22nd Nov.—Manila 19th Nov. Hemp and General—Jardine, Matheson & Co.  
MANDARIN MARU, Japanese str., 3245, K. Shimidzu, 22nd Nov.—Mojl 17th Nov. Coal—Mitsui Bussan Kaisha  
NORD, British str., 1145, M. Yadd, 21st Nov.—Antwerp 18th Nov. General—C. E. Longden  
PALAWAN, British str., 2295, C. E. Longden, R.N.R., 22nd Nov.—Shanghai 9th October, General—P. O. S. N. Co.  
PALEMBANG, Dutch str., 1119, Lagay, 22nd Nov.—Balik Pappan, Kerosene—Asiatic Petroleum & Co.  
TOKIN, French str., 6375, Charbonnel, 22nd Nov.—Marselles and Saigon 19th Nov. Mats & General—Messageries Maritimes  
WAKASA MARU, Japanese steamer, 3684, N. Nielsen, 22nd Nov.—Shanghai 19th Nov. General—Nippon Yusen Kaisha

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
22nd November.  
Armand Behic, French str., for Europe, &c.  
Bergavia, German str., for Hamburg.  
Nord, British str., for Langkat.  
Tonkin, French str., for Shanghai.

## DEPARTURES.

22nd November.  
CHINUA, British str., for Canton.  
GERMANIA, German str., for Australia.  
KWAUNG, Chinese str., for Canton.  
KWAUNG, Chinese str., for Canton.  
PAOTING, British str., for Canton.  
PRINZ LUDWIG, German str., for Shanghai.

## SHIPPING-REPORTS.

The British str. Loongsang reports: Strong N.E. monsoon and rough sea.  
The British str. Arratoon reports: Moderate N.E. monsoon, fine and clear from port to port.

## VESSELS IN DOCK.

November 22nd.

ABERDEEN DOCK.—  
Kowloon Dock.—Kaipan, H.M.S. Hart, H.M.F.M.S. Rainha, Amelia, H.M.S. Otter, Sui Tai, Kinsberg, Bourlon, Mavang, COSMOPOLITAN DOCK.—  
TAIHO DOCK.—St. Enoch, Yingchow, Kanchow, Degry.

## VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.  
FOR LONDON, HULL AND ANTWERP.

THE Steamship  
"BRECONSHIRE."  
Captain Tomlinson, will be despatched as above on FRIDAY, the 26th inst.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.  
Hongkong, 1st November, 1909. [1371]

THE AMERICAN AND ORIENTAL LINE.  
For BOSTON AND NEW YORK.  
(With Liberty to Call at the Malabar Coast).

THE Steamship  
"WYNERIC."  
will be despatched on the above Ports on SATURDAY, the 27th inst.  
For Freight, apply to ARNHOLD, KARBBERG & Co., Agents.  
Hongkong, 23rd November, 1909. [1345]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KABACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the Brazils, to PERSIAN GULF, RED SEA, BLACK SEA, VENICE, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship  
"CHINA."  
Captain Berguglian, will be despatched as above on or about the 24th inst.  
This Steamer has splendid accommodation for passengers, electric light and carries a doctor.  
For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.  
Hongkong 1st November, 1909. [3]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.  
"LOWTHER CASTLE" On 4th Dec.  
FOR NEW YORK.  
"SHIMOSA" 15th Dec.  
For Freight and further information, apply to DODWELL & Co., LTD., Agents.  
Hongkong, 15th November, 1909. [1253-1399]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	PERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, HULL & ANTWERP	BRECONSHIRE	Brit. str.	—	Tomlinson	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
LONDON, &c., via USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. O. S. N. Co.	On 27th inst. at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	ARABIA	Ger. str.	k. w.	H. W. Kourick, R.N.R.	P. O. S. N. Co.	About 1st Dec.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ARABIA	Ger. str.	k. w.	Neumann	HAMBURG-AMERICA LINE	On 20th Dec.
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k. w.	Porzelius	HAMBURG-AMERICA LINE	On 25th inst.
HAVRE, HAMBURG & ANTWERP, &c.	BRISGAVIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERICA LINE	On 30th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	SILEZIA	Ger. str.	k. w.	v. Hof	HAMBURG-AMERICA LINE	On 15th Dec.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	—	Eckhorn	HAMBURG-AMERICA LINE	On 1st Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. w.	v. Dohren	HAMBURG-AMERICA LINE	On 15th Jan.
MARSEILLES, &c., via PORTS OF CALL	ARMAND BEHIC	French str.	—	Guionnet	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SADO MARU	Jap. str.	—	G. C. Hurry	NIPPON YUSEN KAISHA	On 8th Dec. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CANTON	Den. str.	—	H. Fraser	MELCHERS & Co.	Middle of Dec.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIBANO MARU	Jap. str.	—	O. Pohnke	NIPPON YUSEN KAISHA	On 22nd Dec. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KLEIST	Ger. str.	—	Berguglian	MELCHERS & Co.	On 1st Dec. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINA	Ans. str.	—	—	SANDER, WIELER & Co.	About 24th inst.
NEW YORK	INDRANAY	Am. str.	—	—	SHEWAN, TOMES & Co.	On 11th Dec.
BOSTON & NEW YORK	SHIMOSA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 13th Dec.
BOSTON & NEW YORK	WYNERIC	Brit. str.	—	—	ARNHOLD, KARBBERG & Co.	On 27th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	LOWTHER CASTLE	Brit. str.	2 m.	—	DODWELL & Co., Ltd.	On 4th Dec.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	EMPEROR OF INDIA	Brit. str.	—	J. Boyd	CANADIAN PACIFIC R. Co.	On 4th Dec. at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR	Brit. str.	—	—	DODWELL & Co., Ltd.	On 16th Dec.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	MONTEAGLE	Jap. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 15th Feb. at Noon
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	SHIMANO MARU	Jap. str.	—	K. Kawa	NIPPON YUSEN KAISHA	On 7th Dec. at Noon
TACOMA, &c., via SHANGHAI & JAPAN	AKI MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 4th Jan. at Noon
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	TACOMA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSHEN KAISHA	On 17th Dec. at Noon
AUSTRALIAN PORTS VIA MANILA	MASSU MARU	Jap. str.	—	M. Yagi	TOYO KISEN KAISHA	On 10th Dec. at Noon
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	L. Dawson	NIPPON YUSEN KAISHA	On 26th inst. at Noon
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	F. Iscke	BUTTERFIELD & SWIRE	On 30th inst. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	M. Winkler	MELCHERS & Co.	On 3rd Dec. at D'light
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	W. Winkler	NIPPON YUSEN KAISHA	On 24th Dec. at Noon
NAGASAKI, KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	A. E. Moss	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	A. Koth	NIPPON YUSEN KAISHA	On 11th Dec. at D'light
YOKOHAMA & KOBE	FRIZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	About 11th Dec.
JAPAN	TIJIKIN	Dut. str.	—	H. Kops	JAVA-CHINA-JAPAN LUN	Quick despatch.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHIPSING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & FOOCOW	PAIYUAN	Brit. str.	—	C. R. Longden, R.N.R.	P. O. S. N. Co.	To-day, at 4 P.M.
SHANGHAI	BUJUN MARU	Jap. str.	—	Y. Fuzeno	OSAKA SHOSHEN KAISHA	On 25th inst. at 10 A.M.
SHANGHAI	KWONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 26th inst. at Noon
SHANGHAI	CHINUA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
SHANGHAI, MOJI & KOBE	TAKABAKI MARU	Jap. str.	—	A. Mooker	NIPPON YUSEN KAISHA	On 25th inst.
SHANGHAI	HIMALAYA	Brit. str.	—	L. E. S. Spicer, R.N.R.	P. O. S. N. Co.	About 26th inst.
SHANGHAI	CHENAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst. at D'light
SHANGHAI, YOKOHAMA, KOBE & MOJI	MASSU MARU	Jap. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 30th inst. at 3 P.M.
SHANGHAI	CHOYANG	Brit. str.	—	M. Courney	JARDINE, MATHESON & Co., Ltd.	On 30th inst. at 4 P.M.
SHANGHAI	SITHONIA	Ger. str.	k. w.	Brochner	HAMBURG-AMERICA LINE	On 1st Dec.
SHANGHAI	ANNU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 2nd Dec. at 4 P.M.
SHANGHAI	LINAN	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 5th Dec. at D'light
SHANGHAI, KOBE & YOKOHAMA	POLYNESIAN	French str.	—	Broo	MESSAGERIES MARITIMES	On 6th Dec. P.M.
SHANGHAI, KOBE & YOKOHAMA	SCANDIA	Ger. str.	k. w.	v. Dohren	HAMBURG-AMERICA LINE	On 10th Dec.
SHANGHAI	TIJIKIN	Dut. str.	—	Bouman	JAVA-CHINA-JAPAN LUN	Quick despatch.
TAMAU VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	Y. Kaburaki	OSAKA SHOSHEN KAISHA	On 28th inst. at 10 A.M.
SWATOW, AMOY & FOOCOW	HAICHING	Brit. str.	2 h.	Hodgins	DOUGLAS LAFRAIR & Co.	To-day, at 10 A.M.
SWATOW, AMOY & FOOCOW	HAICHING	Brit. str.	2 h.	Evans	DOUGLAS LAFRAIR & Co.	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCOW	TRAY	Brit. str.	2 h.	W. C. Cassmore	DOUGLAS LAFRAIR & Co.	On 26th inst. at 10 A.M.
MANILA	LOONGSANG	Brit. str.	1 m.	A. W. Oatbridge	BUTTERFIELD & SWIRE	To-morrow, at 11 A.M.
MANILA	RUDI	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 16th inst. at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	R. W. Almon	SHEWAN, TOMES & Co.	On 27th inst. at Noon
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 30th inst. at 3 P.M.
MANILA	ZAPBO	Brit. str.	—	R. Redger	SHEWAN TOMES & Co.	On 3rd Dec. at 4 P.M.
CEBU & ILOILO	SUNOKIANG	Brit. str.	1 m.	C. Plunkett	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SANDAKAN	MAVANG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	On 26th inst. at Noon
BOMBAY VIA SINGAPORE & COLOMBO	MOYORI MARU	Jap. str.	—	J. C. Richards	NIPPON YUSEN KAISHA	On 2nd Dec.
SAMARANG & SOURABAYA	YINGCHOW	Brit. str.	1 m.	Frazier	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SINGAPORE, PENANG & CACUTTA	FOOKSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 7th Dec. at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	THILAVAP	Dut. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LUN	Quick despatch.

## NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST" Capt. O. PARNKE	Wed. day, 1st Dec., at Noon.
MANILA, YAP, NEWGUINEA, BRISBANE, SAMARANG, SYDNEY AND MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISKE	Friday, 3rd Dec., at D'light
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Saturday, 11th December.

For further Particulars, apply to  
**NORDDEUTSCHER LLOYD, MELCHERS & Co.,**  
GENERAL AGENTS HONGKONG & CHINA.  
Hongkong, 18th November, 1909. [5]

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VANCOUVER, B.C., TACOMA & SEATTLE**  
via  
**MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	Sailing Date.
AYMERIC	4,363	J. Boyd	On 16th December.
SUVERIC	6,232	S. Shotoa	On 13th January, 1910.
OCEANO	4,657	F. W. Davies	On 10th February.
KUMERIC	6,232	J. Mathie	On 10th March.
AYMERIC	4,363	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.  
**PARCEL EXPRESS TO THE UNITED STATES & CANADA.**  
For further information apply to  
**DODWELL & CO., LIMITED,**  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 20th November, 1909. [8]

## MESSAGERIES MARITIMES

FRENCH MAIL LINES.  
FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN via SHANGHAI.

FOR	STEAMERS	TO SAIL
MARSEILLES VIA PORTS	"ARMAND BEHIC" Capt. Guionnet	On 23rd Nov., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIAN" Capt. Broo	On 6th Dec., P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 7th Dec., 1 P.M.

Transshipping on the Co's Steamers of Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to  
**P. DE CHAMPMORIN, AGENT,**  
Queen's Building.  
Hongkong, 19th November, 1909. [2]

## CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE  
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.  
"EMPRESS OF INDIA" Sat., 4th Dec.  
"EMPRESS OF JAPAN" Sat., 1st Jan.  
"EMPRESS OF CHINA" Sat., 29th Jan.  
"MONTEAGLE" Tuesday, 15th Feb.  
"EMPRESS OF INDIA" Sat., 26th Feb.  
"EMPRESS OF JAPAN" Sat., 26th Mar.  
From St. John, N.B.  
"EMPRESS OF BRITAIN" Fri., 51st Dec.  
"ALLAN LINE" Friday, 23rd Jan.  
"EMPRESS OF IRELAND" Fri., 25th Feb.  
"EMPRESS OF IRELAND" Fri., 25th Mar.  
"EMPRESS OF IRELAND" Fri., 22nd April.

"Empress" Steamships leave HONGKONG at 7 A.M.  
"Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York 27/10 Intermediate (on Steamers) ... 24/3 ... 24/5 and 1st Class Railway ... 24/3 ... 24/5.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
**D. W. CHADDUCK,** General Traffic Agent for China, Corner Paddock Street and Fraya, opposite Blake Pier.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE."  
Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 27th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 9,500 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT," due in London on the 8th January, 1910.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
**E. A. HEWETT,**  
Superintendent.  
Hongkong, 15th November, 1909. [1]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "INDRAMAYO" On 11th Dec., 1909.

For Freight and further information apply to—  
**SHEWAN, TOMES & Co.,**  
General Agents.  
Hongkong, 13th November, 1909. [1414]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with Indo-China STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1909. [9]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LTD., who are prepared to supply FRESH COAL straight from the Mines Steamers load at the Wharves.

Telegrams "Labor Labuan." Quick despatch.

BRADLEY & Co., Agents.  
Hongkong, 12th August, 1909. [1406]

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW AND KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO AND KIGYO KOMATSU Coals.



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE	PALAWAN	23rd Nov.	Freight and Passage.
AND YOKOHAMA	Capt. C. R. Longden, R.N.R.	Nov.	
SHANGHAI	HIMALAYA	About 26th Nov.	Freight and Passage.
	Capt. L. E. S. Spicer, R.N.R.	Nov.	
LONDON VIA USUAL PORTS	ASSAYE	Noon, 27th Nov.	See Special of Call.
	Capt. Owen Jones, R.N.R.	Nov.	
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR	About 1st Dec.	Freight and Passage.
	Capt. H. W. Konrick, R.N.R.	Dec.	

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 23rd November, 1909.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STREAMERS	TO SAIL
SAMARANG and SOERABAYA	"YINGCHOW"	On 23rd Nov., 4 P.M.
MANILA	"TEAN"	On 24th Nov., 11 A.M.
CEBU and ILOILO	"SUNGKIANG"	On 24th Nov., 4 P.M.
SHANGHAI	"CHINHUA"	On 25th Nov., 4 P.M.
SHANGHAI	"CHENAN"	On 28th Nov., 11 P.M.
MANILA	"TAMING"	On 30th Nov., 3 P.M.

FOR	STREAMERS	TO SAIL
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 30th Nov., 4 P.M.
SHANGHAI	"ANHUI"	On 2nd Dec., 4 P.M.
SHANGHAI	"LINAN"	On 5th Dec., 11 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.  
FARE, INCLUDING WINE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.  
For Freight or Passage apply to—  
HONGKONG, 23rd November, 1909

BUTTERFIELD & SWIRE,  
AGENTS.

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STREAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 23rd Nov., at 10 A.M.
Capt. A. E. Hodgins		
"HAIMUN"	SWATOW	WEDNESDAY, 24th Nov., at 10 A.M.
Capt. Evans		
"HAICHING"	SWATOW, AMOY and FOOCHOW.	FRIDAY, 26th Nov., at 10 A.M.
Capt. W. C. Passmore		

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 23rd November, 1909.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STREAMERS	TO SAIL
TIENTSIN (probably our last Steamer)	"CHIPSHING"	Tuesday, 23rd Nov., 4 P.M.
of the Season		
SANDAKAN	"MAUSANG"	Friday, 26th Nov., Noon.
SHANGHAI	"KWONGSANG"	Friday, 26th Nov., Noon.
MANILA	"LOONGSANG"	Friday, 26th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"NAMSANG"	Tuesday, 30th Nov., 3 P.M.
SHANGHAI	"CHOYSANG"	Tuesday, 30th Nov., 4 P.M.
MANILA	"TUENSANG"	Friday, 3rd Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Friday, 7th Dec., 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

‡ Taking Cargo on through Bills of Lading to Khat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
Hongkong, 23rd November, 1909.

GENERAL MANAGERS.

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, HONGKONG &amp; SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STREAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and Baltic Ports	"CANTON"	Middle of December.

For Further Particulars apply to

MELOCHERS &amp; CO.,

Hongkong, 6th November, 1909.

AGENTS.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSU MARU ... 5000 tons gross ... Sail Dec. 10th, at Noon.

S.S. AMERICA MARU ... 6000 ... " ... " ... Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 5th November, 1909.

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# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STREAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	WAKASA MARU Capt. N. Nielsen	6,500	WEDNESDAY, 24th Nov., at Daylight.
	SADO MARU Capt. G. C. Hurry	6,500	WEDNESDAY, 8th Dec., at Daylight.
	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 22nd Dec., at Daylight.

DESTINATIONS.	STREAMERS.	TONS.	SAILING DATES.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA	SHINANO MARU Capt. K. Kawara	6,500	TUESDAY, 7th Dec., at Noon.
	AKI MARU Capt. K. Sato	7,000	TUESDAY, 4th Jan., at Noon.

DESTINATIONS.	STREAMERS.	TONS.	SAILING DATES.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 26th Nov., at Noon.
	KUMANO MARU Capt. M. Winckler	6,000	FRIDAY, 24th Dec., at Noon.

DESTINATIONS.	STREAMERS.	TONS.	SAILING DATES.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. W. Winckler	6,000	WEDNESDAY, 24th Nov., at 4 P.M.
SHANGHAI, MOJI and KOBE	TAKASAKI MARU Capt. A. Mooker	5,000	THURSDAY, 25th November.

DESTINATIONS.	STREAMERS.	TONS.	SAILING DATES.
BOMBAY via SINGAPORE and COLOMBO	MOYORI MARU Capt. J. C. Richards	4,000	THURSDAY, 2nd December.
KOBE and YOKOHAMA	AWA MARU Capt. A. Keith	6,500	SATURDAY, 11th Dec., at Daylight.

DESTINATIONS.	STREAMERS.	TONS.	SAILING DATES.
NAGASAKI, KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moese	9,000	SATURDAY, 18th Dec., at Daylight.

† Fitted with New System of Wireless Telegraphy.  
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.  
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 20th November, 1909.

T. KUSUMOTO,  
MANAGER.

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# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 27th Nov., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 4th Dec., Noon.

For Freight or Passage apply to

SHEWAN, TOMES &amp; Co.,

Hongkong, 15th November, 1909.

General Managers.

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# HAMBURG-AMERIKA LINIE

HAMBURG.

# EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

# NEXT SAILINGS FROM HONGKONG: HOMEWARD.

OUTWARD.	FOR HAVRE & HAMBURG:
S.S. SITHONIA ... 1st Dec.	S.S. SILVIA ... 25th Nov.
S.S. SCANDIA ... 10th Dec.	FOR HAVRE, HAMBURG & ANTWERP:
S.S. BRASILIA ... 18th Dec.	S.S. BRISGAVIA ... 30th Nov.
S.S. SEGOVIA ... 28th Dec.	FOR HAVRE, ROTTERDAM & HAMBURG:
	S.S. SILESIA ... 15th Dec.
	FOR ROTTERDAM & HAMBURG:
	S.S. ARABIA ... 20th Dec.
	FOR HAVRE & HAMBURG:
	S.S. SENEGAMBIA ... 1st Jan.
	FOR HAVRE & HAMBURG:
	S.S. SCANDIA ... 15th Jan.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 2nd November, 1909.

Hongkong Office.

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# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East—  
16, DES VIGUEUX ROAD,  
HONGKONG.

Japan Office,  
14, WATER STREET  
YOKOHAMA.

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

# MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi, 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ARCADIA	7000	February 5	MANITUA	11000	March 5	March 11
ASSAYE	7500	February 19	CHINA	8000	March 19	March 25
DELTA	8000	March 5	MALWA	11000	April 2	April 8
MACEDONIA	10500	March 19	(Through Steamer calling at BOMBAY)		April 16	April 22
DEVANHA	8000	April 2	MONGOLIA	10500	April 30	May 6
ASSAYE	8000	April 16	MARMORA	10500	May 14	May 20
DELTA	7500	April 30	MOREA	11000	May 28	June 3
DELHI	8000	May 14	MOOLTAN	10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surcharge)

1st SALOON \$71.10 SINGLE, \$106.14 RETURN.

2nd " \$48.8 " \$72.12 "

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transhipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON-PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
	HONGKONG	LONDON
	about	about
• SYRIA	January	26 March
• SUMATRA	February	9 March
• NYANZA	February	23 April
• SUNDI	March	9 May
• MALTA	April	23 June
• SABORDINIA	May	7 July
• NORE	May	18 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surcharge)

1st SALOON \$55.00 SINGLE, \$82.10 RETURN.

2nd " \$38.10 " \$57.4 " "

• Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons	LEAVES.
		(Gross reg.)	
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	FRIDAY, 17th Dec., at Noon.
	Capt. H. Yamamoto		

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"BUJUN MARU"	THURSDAY, 25th Nov., at 10 A.M.
	Capt. Y. FUSENO	

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOY	"DAIJUN MARU"	SUNDAY, 28th Nov., at 10 A.M.
	Capt. Y. KUBURAKI	

Fair Speed, Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER.

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# NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"SUEVIA"

Captain Kotze, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, elated, and damaged Goods must be left in the Godowns, where they will be examined on the 22nd inst. at 3 P.M.&lt;/



